493 The country's rolling-stock (horse-drawn and motor vehicles), excluding military and other official vehicles, is increasing, as the following statistics show:

	1946	*1947*
Horse-drawn vehicles:		
Carts	936	
Wagons	459	
Motor vehicles:		
Passenger cars	5,903	7,422
Vans and omnibuses	3,497	5,136

An order for 100 new medium-sized omnibuses was placed in the United States in 1949.

The use of motor lorries is becoming increasingly wide-spread and this method of transport is setting up serious competition with the Iraqi railways.

494 Road passenger traffic, especially from Baghdad to the Hashimite Kingdom of the Jordan and beyond, is carried by large omnibuses with regular schedules.

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the main roads Baghdad–Kut–Amara–Basra and Baghdad–Kirkuk–Irbil–Mosul, which are at present unmetalled or only partially metalled. The Development Board has allocated nearly ID27 million to these projects.

Road traffic is light. At the beginning of 1953 the number of registered motor vehicles was given as follows, most of them operating in or around the larger towns: private cars 8,000; taxis 3,500; buses 2,900; lorries 6,500; motor cycles 1,900. In Baghdad an efficient bus service is operated by a State Passenger Transport Board. A private cross-desert bus service links Baghdad with Damascus, and there are private bus services between Iraq and Persia.

Basra Port,[1] lying some eighty miles up the Shatt al-Arab from the Persian Gulf, is the only commercial port of Iraq; an oil port is being constructed at Fao, near the mouth of the Shatt. A small port established during the Second World War at Umm Qasr, on a sea inlet south of the Shatt al-Arab entrance, has since been dismantled. The authority of the Port, which is controlled by a special department of the Iraq Government, extends from the outer bar of the Shatt to a point seventeen miles above the town of Basra. The Shatt is sufficiently deep to admit large ocean-going vessels, but the Fao bar at its mouth requires constant dredging to clear an entrance for the larger of them. During the Second World War extensions were carried out in view of the increased volume of traffic; in consequence there are now 4,500 feet of continuous jetty, providing berthing for eight large vessels at a time and two or three smaller ones, in addition to barge and lighterage berths. Basra Port handles a large proportion of the country's trade. During 1952 some 400 ocean-going vessels, with a net registered tonnage of 1,132,000, and some 260 tankers and water-carriers, with a net registered tonnage of 927,000, were handled by the Port Authority in Basra, Fao, Abadan, and Khorramshahr. During the financial year 1951–2 cargo imported at Basra totalled 511,600 tons and cargo exported 800,000 tons. The closure of Abadan has occasioned the Port a severe loss of revenue, estimated at ID100,000 a month; port and dredging facilities have nevertheless been maintained.

Inland Waterways. The Tigris between Basra and Baghdad is navigable for vessels of up to four feet draught from February to August except for short flood periods in April and May in some years; during the remaining five months navigation is impeded for long periods. Inland water transport has lost much of its former importance. The last remaining regular navigation

[1] See *Port of Basrah*, official publication of the Port Authority.